



Escape Velocity



SPACE COAST REGION
PORSCHE CLUB OF AMERICA
2019/3



Porsche Parade 2019
Tom & Elaine Gorsuch

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PORSCHE



President's Column

Our Summer had more opportunity to drive your Porsche than usual. We had Parade in Boca, our normal Cars and Coffee events, and unusual Poker Run/Drive and Dine. Based on Facebook traffic I think they were a big success. As the weather cools I am looking forward to getting back to doing car stuff and specifically Porsche events that get us out and about exercising our cars. You'll find Autocrosses, a Sunrise to Sunset Rally, and other reasons to drive that Porsche. Please check the calendar online at spc.pca.org and if you are on Facebook look up our page SpaceCoastPCA for events and details.

There is an old racing saying that to make a small fortune in racing you must start with a large fortune. That led to a discussion with fellow track drivers about whether car companies really make any money racing and is it still relevant? Does "Win on Sunday, Sell on Monday" still work? We agreed maybe not F1 where the cars are so far removed from anything we drive. What about IMSA which is celebrating 50 years and FIA endurance where Porsche Motorsports has its biggest professional and independent race team presence? That would be events like Daytona 24hr, Sebring 12hr and Le Mans and cars managed by factory and independent teams like Patrick Dempsey's Proton Racing. We agreed GT car racing is directly related to cars we can buy and technology does trickle down to the road cars in many of the brands represented. In Porsche's case the engines are identical to street GT car engines except for bolt on externals, restrictors or exhaust required by sanctioning bodies. Dr. Frank Walliser, VP for 911 and 718 and ex-head of Porsche Motorsport and GT cars, said "It gives you a good feeling if you say, 'this engine raced at 24 hours of Daytona, and nothing happened.'" We were all track guys driving GT3s, RS, and Cups so we just nodded in agreement. I think that level of excellence is found in all the Porsche product line and technology proven in the toughest environment finds its way to our road cars. That is what makes them such fun to drive and gives us confidence that the quality that is built in will persist long into our ownership. That is part of what drives our decision to buy these cars and enjoy them.

Thanks go to Shay Rowe and Porsche Melbourne for sponsoring many of our events and Mark Pieloch for allowing us to use AMCM and Ed Dedick and Jerry Frye for all their help. Special thanks goes to the Board of Directors and all the committee chairs. They put in long hours to make this club run on all cylinders and they do it for you.

Hope to see you behind the wheel,

Carmen DeVito

On the Cover: Elaine and Tom Gorsuch at Parade 2019.
Photo by Ray Baldino.

In This Issue

From the Editor	page 4
Our Officials	page 5
Membership Corner	page 6
Keeping the Pedal to the Metal Jack Pot!	page 7
Kaffeeklatsch Report	page 8-9
Le Mans Breakfast	page 10-11
Le Mans Story	page 12-13
Porsche Parade 2019	page 14-15
Stuck in the Mud	page 16-17
Our First Parade	page 18
918-6 HSR	page 19
Member Spotlight	page 23
Wild Bill	page 24
Tech Column	page 25
Space Coast Classifieds	page 26
Confessions of a Porsche Wife	page 27
Advertiser Spotlight	page 28
Behind the Scenes	page 30
KCR Simulators	page 31
Dine & Drive – Poker Run	page 32
Start Your Engines	page 34
Competition Report	page 35
New Car	page 36
Coming Attractions	page 37
	page 38

Sunrise to Sunset Gimmick Rally



More info
in spc.pca.org
calendar

November 8-10, 2019

Friday Night: Green Lights and Blue Skies
Cocktail Party sponsored by Porsche Melbourne

Saturday: Watch the sunrise at Melbourne Beach Rally across the state and enjoy watching the sun set on Anna Maria Island on the west coast.

Sunday: Return home!

From the Editor

Well, we survived a hurricane, and I guess summer is officially over, although it doesn't seem like it here in sunny Florida, and it's been a hot one. We have a busy fall to look forward to with lots of fun things to do. I hope you enjoy this issue of **Escape Velocity** and spot yourselves in many of the pictures. We wouldn't have so many fun experiences if it weren't for the hard work of the many active Leaders and Volunteers in our Club who take the time to make things happen for us all to enjoy. So, a big Thank You to you all! Our club is truly "fueled by volunteers," things wouldn't happen without you! Don't hesitate to give me a call or email me if you have an idea to share in **EV**.

Welcome **Club Pilates Viera, Lee: Porsche Engine Specialist** and **Jennifer Keevil of Premium Properties**, all new advertisers to **EV**. Please remember to patronize all of our Advertisers! They are a big part of making **Escape Velocity** possible. Thank you as well to Shay Rowe and Porsche Melbourne for all their continued generosity and support.

Coming up we have some annual events like October Fast, which is a fun PCA event. It's free and you can watch PCA racing on the beautiful Daytona track as well as friends you might know driving in the DE on the track. There will be parade laps on Saturday and Sunday at noon for Charity. Where else will you be able to brag "I drove Daytona!" Not to be missed is October Fest, always a Space Coast favorite with a concours, swap meet and BBQ for all to enjoy. It's the year for Sunrise to Sunset too! We start on the beach with the sunrise and end with the sunset on the west coast, all the while enjoying the ride and the Rally, and knowing there are cocktails and dinner at the end of the ride.

This year Parade was here in Florida. I hope you enjoy all the stories and pictures of the event. It was my first time, and I'll attend another for sure. I met some great new people that I can call "friends." I think volunteering was the one thing that really helped enjoy the whole experience. Besides getting a very cool tee shirt and hat, I learned a lot from helping and got to chat with people from other areas of the country and share experiences with them. We were treated to a volunteer lunch with lots of give aways too. Shay Rowe and Porsche Melbourne treated us all to a terrific cocktail party. It was a great way to start off Parade and meet and greet the attendees. One more thing, mark your calendars for our Holiday Party on November 30th. It's at the Eau Gallie Yacht Club, where the food and views have always been outstanding.

Sue Kee



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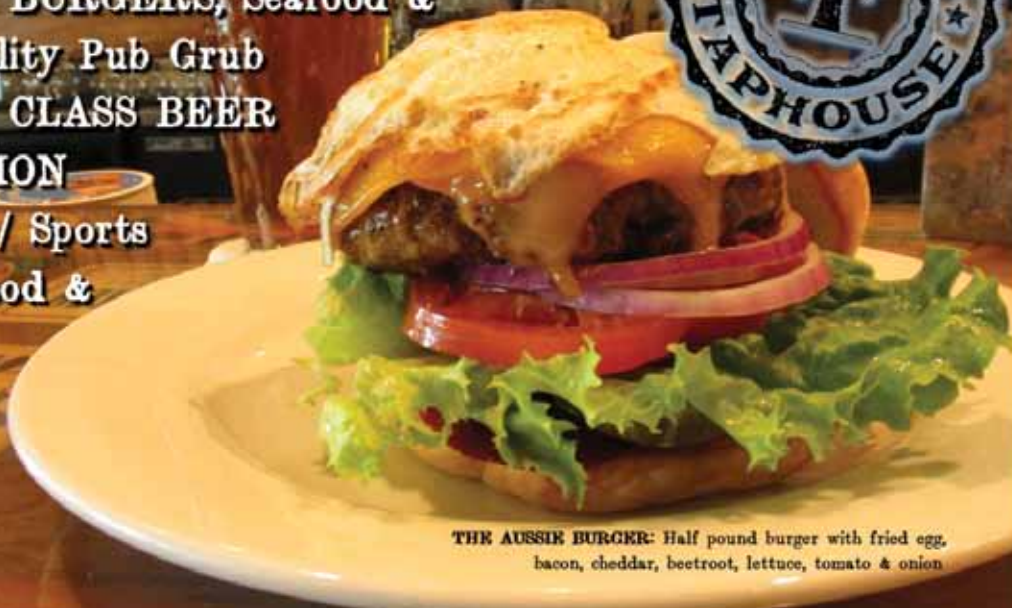
Got Something to Say?

Please send your Porsche stories and photos to Sue Kee at suekee.ev@gmail.com

Please check out our new and revamped website spc.pca.org (do not use the www) and new facebook page at www.facebook.com/SpaceCoastRegionPCA

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Membership Corner

by Glenn Matchett

We are 902 primary members and 414 affiliate members for a total membership of 1316. We have increased by 11 members since the last quarter.

Do you use your Porsche for daily driving, weekend fun, or both? I've been asked that question many times at cars and coffee events. My answer is typically, "It depends on what mood I'm in!" I've spoken with Porsche owners that drive their 911 on a daily basis. What impresses me even more is when I meet a Porsche 356 owner that tells

me it's his daily driver. As long as it is street legal, then any Porsche can be driven every day, right? Hmm. Let me get back to you on that one.

Any questions or ideas you'd like to share? Feel free to contact me!

Glenn Matchett

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Mobile: 321-243-2912

Welcome to our New Members!

May 2019

Tim Frost – 2006 911 Carrera 4S Cabriolet
Marlina Sinclair – 2016 Macan Turbo
Angelo Bernard – 2006 911 Carrera 4
Michael Venazio – 2019 911 Carrera 4S
Jack Gemmell – 2017 Cayman
Luis Perez – 2008 911 Turbo Cabriolet
Anne White – 1999 911 Carrera Cabriolet
Shea Caden – 2001 911 Carrera Cabriolet
Nicholas Pizza – 2019 911 Carrera
Michael Jennings – 2019 Cayman
Ann Jacobs – 2018 Panamera 4
Dennis Acquaro – 2012 911 Carrera S
Rob Tench – 2012 911 Carrera Cabriolet

June 2019

Marcello Frustaci – 2015 911 Carrera
Gregory Nemeč – 2019 718 Cayman
Mark Anderson – 2017 Macan
Tino Gonzalez – 2018 Macan S
Patricia Gillen – 2018 Macan
Eric Barcon – 2018 Macan
Glenn Ballard – 2017 Macan
Tammyra Powers – 2018 Macan
Deborah Brennan – 2018 Macan
Ore Olomu – 2019 Cayenne
Mitchell Goldman – 2019 Cayenne
Kirk Roberson – 2019 Cayenne
Erik Lagerquist – 2019 Cayenne
Maria Quintana – 2019 Cayenne
Gaston Ponte – 2019 Cayenne

Douglas Larson – 2019 Panamera
Sheri Clark – 2018 Macan
James Catlett – 2019 Macan
John Graney – 2018 Macan
Richard Sleeper – 2016 Macan S
Gary Mastrogiovanni – 2019 Cayenne
Gary Zieziula – 2019 Cayenne
Rodney Foster – 2019 Cayenne E-Hybrid
Bryan Alden – 2019 Cayenne
John Biggs – 2019 Cayenne
Richard Gray – 2019 Cayenne
William Pitcher – 2019 Panamera
John Christian – 2012 911 Carrera S
Jerome Mugerditchian – 2015 Macan Turbo
Vincent Criscione – 2018 911 Carrera
Darren Simington – 1975 911S
Mike Daniel – 2007 Boxster

July 2019

Michael Amalfitano – 2018 Panamera
Kevin Burns – 2019 Cayenne
Jeff Cole – 2010 911 Carrera 4S
Josh Kent – 2019 Cayman
Barbe Pike – 2019 Macan
Andrea Thurn – 2019 Cayenne
George Davala – 2019 Cayenne
Frank & Sue Dunn – 2002 911 Carrera
Bill Floyd – 1997 911 Carrera S
Bill & Meribeth Derkach –
1988 924S

Ken Battan – 2014 Cayman S
Douglas Wilson –
2012 911 Carrera S Cabriolet
Pat Pesce – 2002 Boxster
Thomas Lowe – 2019 Cayenne
Merlyn McFadden – 2019 718 Cayman
Michael Stratton – 2017 718 Boxster
James Armour – 2019 Cayenne
Bonnie Kazoroski – 2019 Macan
Margaret Rodriguez – 2019 Panamera
Thomas Lombardo – 2016 Cayman GT4

Transfers In:

Neil Chirico – Hawaii Region – 1986 944
Juan & Melissa Diaz –
Florida Citrus Region – 2006 Cayman S
Gary Hughes – Metropolitan New York
Region – 2004 Cayenne
Christine Trunk –
Florida Crown Region – 2013 Panamera 4
Brian & Suzanne Bennett –
Loma Prieta Region – 2016 Macan S



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Keeping the Pedal to the Metal

A Snapshot of What's Happening in the Space Coast Region PCA

Details – Details – Details

Complete information about each event can be found on our Space Coast PCA Website and Space Coast Facebook. spc.pca.org/calendar – click on the event for more information.

Space Coast Events

Oct 5 – AX @ American Muscle Car Museum – 7:30am
Oct 5 – Kaffeeklatsch – Viera Bold Cup – 9am
Oct 13 – Kaffeeklatsch – Vero Panera – 9am
Oct 20 – Kaffeeklatsch – Daytona Panera – 9am
Oct 25–27 – October Fast Club Racing DE & AX @ Daytona
Nov 2 – Space Coast Annual OctoberFest, Concours & BBQ @ F. Burton Smith Park – 9am
Nov 3 – Kaffeeklatsch @ Viera Bold Cup – 9am
Nov 8-10 – Sunrise to Sunset Rally, starting at Porsche Melbourne
Nov 10 – Kaffeeklatsch @ Vero Panera – 9am
Nov 17 – Kaffeeklatsch @ Daytona Panera – 9am
Nov 22-24 – Suncoast DE Instructor Training & DE @ Sebring
Nov 30 – Space Coast Holiday Party @ Eau Gallie Yacht Club, 6pm
Dec 7 – Kaffeeklatsch – Viera Bold Cup – 9am
Dec 15 – Kaffeeklatsch – Vero Panera – 9am
Dec 22 – Kaffeeklatsch – Daytona Panera – 9am

Name Badges

If you are interested in having your own Space Coast PCA name badge – contact Bruce Hambidge and he'll order one for you and your co-member. You must attend an event to order the badge and another event to pick it up! Bruce's email is hambidgeb@bellsouth.net or phone him at 321.505.7107.

Remaining Autocross Event for 2019

October 5 – American Muscle Car Museum – 7:30am
Our Autocrosses at the American Muscle Car Museum facilities are fantastic! The site is amazing! Expect our usual fun and challenging course with approximately 60 second run times. Sponsored by Porsche Melbourne. Register on ClubRegistration.net.

PCA Juniors

**It's not just the cars...
and now it's not just the grown-ups!**

With our new PCA Juniors program, PCA is about the kids too! The PCA Juniors program has been created so kids can enjoy PCA events, learn about Porsches and build the enthusiasm that runs through all of the Porsche Club of America.

PCA Juniors is a program for Porsche enthusiasts under age 18. Participants must be registered by an active PCA member. Join here: <https://www.pca.org/pca-juniors>.

Octoberfest Concours/BBQ/Swapmeet

F. Burton Smith Park, Cocoa, FL
November 2, 9am

FUN!!!

KaffeeKlatch (Cars and Coffee)

We continue to have 3 informal get-togethers each month 9am to 11am to enjoy breakfast, coffee and our biggest passion – Porsches! One in Daytona, Melbourne and Vero Beach. Come out to one or all – it's always a good time! No pre-registration needed, just show up.

Driver's Education - DE's

These are driving events focused on developing high performance driving skills for all drivers. DE's are a wonderful way to improve your driving skills on a racetrack with the help of an instructor. These are PCA sponsored events at Sebring, Daytona, Palm Beach International Raceway and Roebing Road.

2020 Porsche Calendar Project

The 2020 Calendar is SOLD OUT! Reserved spots are now being accepted for 2021. Don't let this opportunity get away, contact Rachel Schwanitz NOW to save your spot for 2021. Email her at rachelnhsch@gmail.com or call 772.913.2533.

Save the Dates

October 25-27 – OctoberFAST @ Daytona
November 2 – Octoberfest @ F. Burton Smith Park
November 8-10 – Sunrise to Sunset Gimmick Rally
November 30 – Holiday Party, Eau Gallie Yacht Club

Kids Racing for Life

September 28 and 29

TGP racing & Terry Miller will be back at Sebring for the annual Kids Racing for Life. If you want to place “life” back into perspective, please make the drive that Saturday or Sunday. PBOC (Porsche BMW Owner Club) and Zollor Track Ministries hosts 100 families for the weekend that all have children fighting for their young lives against cancer. Please come down and see this great event and mingle with the kids and the families. There is also great racing and cars on the track all day.

OctoberFAST

Daytona International Speedway
October 25-27

Mark your calendars, save the dates, and make your plans to attend PCA Zone 12's OktoberFAST at Daytona 2019. One of PCA Club Racing's premier events will be held once again at the World Center of Racing, Daytona International Speedway and it is an event you will not want to miss. Advanced Solo DE and Autocross registration is open at <http://clubregistration.net>.

The event runs from 8 to 5 both days with races mixed in all day. The Autocross is on Saturday and the Enduro is on Sunday. Come out and enjoy a great weekend of Porsche Club fun!

Track parade laps for charity will be around noon both Saturday and Sunday. Bring a guest!

Jack Pot!

Jack Ohlrich wins a 2020 Porsche

Each fall and spring, Porsche Club of America opens a “members only” raffle, in which members purchase entries for a chance to win a brand-new Porsche. For the Spring 2019 Member Only Raffle, the grand prize was a brand-new 992-generation Porsche 911 Carrera S plus \$25,000 in cash.

The 2020 Carrera S is Porsche’s newest 911, built on the 992-generation platform. The car has a twin-turbocharged 443-horsepower 3.0-liter flat-six mounted behind the rear axle and connected to an eight-speed dual-clutch automatic transmission.



One of this year’s winners was our own Space Coaster Jack Ohlrich from Rockledge..... Congratulations Jack!!

Jack’s son Jonathan was in on the surprise announcement. Vu Nguyen, PCA Executive Director, contacted Jonathan to help plan the award presentation for his dad. Vu contacted Porsche Melbourne and borrowed a white 911 Carrera S to drive to Jack’s house. Jonathan, who lives in Jacksonville, called his dad and asked if he wanted to have lunch. Jack, recovering from knee surgery, thinks he has time for a short nap so was a little surprised when 30 minutes later DING DONG, Jonathan shows up at the door. Outside of their garage a brand new white 911 Carrera was sitting in the driveway. When Jack unlatched the trunk, red, white & blue balloons came flying out. Vu, a cameraman and a big sign announcing he was the winner of the 2020 911 contest soon appeared! Jack said he was so stunned, he almost fainted, and Jonathan, had to catch him before he fell. It was a surreal moment for him for sure!

That wasn’t the car he won, however, even better, Jack got to design his own new 2020 Porsche Carrera S! He has spent hours pouring over all the options for his new Porsche on the Porsche Build Sheet. He picked the new 2020 Genetian Blue color and selected all the bells and whistles he wanted on his new car. He’ll pick up his car at Porsche Melbourne when it arrives.

Jack was happy and thrilled to say: THANK YOU AND PCA I LOVE YOU!

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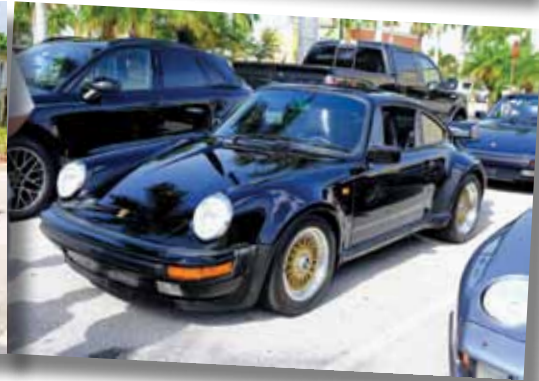
Danny Baker
Executive Director

Kaffeeklatsch Report

Photos by Robin Hoffman, David Kelly and Pat Willingham

Our monthly Kaffeeklatsches seems to bring out more and more people even though it's been a hot summer. It's great to see a lot of new members out and about, especially at the Vero Beach Panera.

If you haven't attended any, please make an effort to come one out! You'll be surprised how many fun people you might meet, and we all have one thing in common, we love our Porsches! The dates are listed here in **Escape Velocity** and also on our website at spc.pca.org and on the Space Coast PCA FaceBook page. Don't be afraid to go to one out of your area. It's a great way to exercise your Porsche on a sunny Saturday or Sunday. Who knows, sometimes a drive to see something cool or a lunch on the beach breaks out!





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Le Mans Breakfast at Porsche Melbourne

Article and photos by David Kelly

Porsche Melbourne hosted a “Le Mans Breakfast” for Space Coast Region PCA members on June 15, 2019 and the annual event drew lots of interest resulting in a significant number of attendees. The hospitality provided by the Porsche Melbourne staff was outstanding! It included dedicated parking assistance and a full breakfast and lunch for everyone as they watched the 2019 “24 Hours of Le Mans” race. There was also plenty of opportunity to see all the new Porsches, including the introduction of the new Macan! You’ll see from the photos that there was lots of interest in the new cars. It was another great event courtesy of our sponsor, Porsche Melbourne, who are always happy to provide us all with a fun event.







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Le Mans and Porsche: The Legends

Article and photos by Ricahrd Lovell

My first experience of Le Mans was in 1963. Little did I know that this one event would turn into a lifelong obsession. Myself and three friends drove down to Le Mans from England in my much modified Mini Cooper S, and camped in the esses about 10 feet from the track just after the Dunlop bridge. Things were very lax in those days with only a small berm and no Armco barrier.

During the race a Lola GT (fore runner of the GT40) crashed right in front of us. The plan in those days was to get to the track really early for the start while the officials were



Race cars always draw a crowd

having their croissants and café au lait and sneak up onto the top of the pit boxes. Also, in those days a small bribe went a long way and access to the track was a lot easier even on the Mulsanne straight. Locals would let you watch from their land for a minimal fee and may even treat you to the occasional glass of wine. When the Mulsanne was modified in 1990 to include 2 chicanes, viewing was allowed but only at the chicanes. Back in my early days you could drive the whole track that consisted of public roads, but since the Bugatti Circuit was built using the same pit's complex and the Dunlop bridge esses, this part is no longer a public road. Throughout the years many things have changed and improved both for the competitors and spectators. On the organization side, the F.I.A. joined with the Automobile Club De Louest to turn the race into a world event. Porsche has won Le Mans 19 times and Porsche cars have competed in varies classes for the last 68 years without a break, starting in 1951 with a 356 SL Coupe. Some purists may want to discount the 1996 and 1997 victories as these were with a car built by TWR (Tom Walkinshaw) on a modified Jaguar XJR-14 chassis with a Porsche factory 962 engine and gear box.

In 1969 the traditional "ears of corn" start, where the drivers ran across the track to their cars was changed to a rolling start for safety

reasons. This was to make sure doors were closed properly and seatbelts fastened.

I have been lucky enough to have been to 40 plus Le Mans' races as a spectator, tour manager and as part of the 1988 winning Jaguar team (archive photographer). This reminds me of my most embarrassing Le Mans moment – one morning before the 1988 race I was running a little late due to a previous evening's corporate dinner party,



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Rare moment of calm



Trackside restaurant



50th anniversary 911 GT1



Working around the clock

and I rushed over to the Jaguar compound to get breakfast. I sat down at a table waiting for the buffet to open and noticed an elderly gentleman staring at me from across the table. He politely said "good morning" and then strongly suggested I go and change my t-shirt before consuming a Jaguar supplied breakfast. Looking down I realized that in the rush I had put on a Nissan Racing Shirt (we never wore our uniforms to breakfast). He pointed to a transporter and said "they have plenty of Jaguar ones in there." I later found out he was "Lofty England" the much revered head mechanic from the Jaguar wins of 1955/56/57.

I digress, back to Le Mans. The only drawback to attending Le Mans is that it is not close to any major airports, although it can be reached by high speed rail from Paris.

Renting a car and driving is approximately 6 hours. Some sort of transport is pretty much essential if spending more time than just the race weekend. We camp at a fenced secure site along side the track at the Porsche curves. This site is the preferred site for Porsche Club GB and has security, bars, and catering plus transport to other parts of the circuit. Day and night practice and qualifying takes place during the week before except for Friday when there is no on-track activities and driver introductions take place in the town center where there is an open pit walk for about 6 hours.

General admission viewing from large berms is excellent at all the major corners, and fan zone "village" behind the pits has everything from car manufacturers displays to bars and restaurants.

This year we were lucky to be invited to the Porsche Experience Building which is along side the track at the chicane just before/finish line. We were treated to free refreshments and a display of cars including the new 935 and GT2RS club sport \$880,000 and \$320,000 respectively. They also had a shuttle down to their grandstand at the Porsche Curves plus more cold Paulaner beer on tap.

The Twenty Four Le Mans is bucket list must for any sports car enthusiast – be warned this can become addictive. If anyone has an interest in attending next years race, please feel free to contact me at rlovell169@gmail.com. We may have some room on our trip.



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Porsche Parade 2019 - Boca Raton

Article by Sue Kee

Photos by Robin Hoffman and Ron McCall

Porsche Parade this year was at the Waldorf-Astoria in Boca Raton, and what a beautiful venue it turned out to be! The hotel was 5 Star and very accommodating to the Porsche Club and everyone attending. The hotel, situated right on the intracoastal also had several delectable restaurants, a beautiful golf course, and a marvelous spa. The Porsche Parade Planning Committee provided enough activities for everyone to find things to do. There were guided tours, a gimmick rally, a golf tournament, Concours, Porsche Kid activities, delicious banquets, Technical Seminars, great prizes to be won, Vendors to visit and a wonderful Porsche Store loaded with stuff to buy. It was reported around 850 registrants and 55 registered Space Coasters. This is an annual event and people from all over the United States and Canada attend. For some it was their first Parade and others just one of many years of enjoyable attendance.

Shay Rowe and Porsche Melbourne sponsored a lovely evening for the Space Coast and Citrus regions in the Cathedral Ballroom. Members enjoyed the sumptuous hors d'oeuvres, drinks and great conversation. Thank you Porsche Melbourne.



Shay Rowe and friends

This was also our first Parade with our own Space Coaster Tom Gorsuch as PCA President. It was great to see him the entire week, participating in the events and speaking at the banquets.



Tom Gorsuch and friends

Next year, Parade will be in Palm Springs, CA. Make it a point to schedule it, you won't be disappointed.

PARADE HIGHLIGHTS:

Lois Roberts: Boca was my seventh Porsche Parade but the first one I attended without my late husband, Jack. It was bittersweet to be there without Jack, but I soon realized this was not a sad event but a celebration of all the wonderful friends we made through PCA over the years. I know we say its "Not



Lois Roberts and friends

just the cars, it's the people" but it couldn't have rung truer for me on this great vacation. The Parade of Porsches was the best trip to candy store I could imagine. Thank you, all the volunteers, and PCA staff that made this another memorable event. I look forward to seeing you all in Palm Springs next year!

Alan & Laura Krenzer: Did a wonderful job as volunteers for the actual Porsche "Procession of Porsches". It was an impressive parade of about 250 cars through the streets of Boca Raton, guided by the Florida Highway Patrol, who stopped traffic so all the Porsches could stay together.



How many Porsches?

Ron Menck & Nancy Tupper: Loved the Golf Tournament along with the Off Road Tour through the JW Corbett Wildlife Management Area. Lucky for those Cayenne Owners who went "off the beaten track" that Ron was there with his new Cayenne and a tow rope to pull us out and save the day!



Ron Menck, Nancy Tupper and friend

Stan & Loretta Bowers: First Timers as well, totally enjoyed Parade, especially several of the Tours that were offered.



Who's snapping who?



The Porsches have arrived...



...to Parade 2019



Our cars look great in all forms



Jurgen & Rachel Schwanitz: First Time for a Porsche Parade, enjoyed the Revs Museum tour and Rachel was a winner at the Auto Cross as first in class in her Macan. They both are big fans of the Concours. Jurgen was disappointed they weren't able to bring their 928 to Parade.



Scott & Becky Hansen: They've been to many Parades and have always loved the experience volunteering and catching up with Porsche friends.

Scott & Sue Kee: First Timers at Parade. Both of them enjoyed volunteering at TechTactics and Scott totally enjoyed the Off Road Experience, especially when he got their Cayenne stuck twice and had to be pulled out by Ron Menck.



Rachel in action...



Ray Baldino welcomes you



...and she and Carmen DeVito receiving their AutoX trophies



Scott Kee and friends

A GREAT TIME WAS HAD BY ALL!

Ron & Libby McCall: Not their first Parade, loved volunteering and re-connecting with Porsche friends.

Steve & Robin Hoffman: Attended their first Parade in 2011 at Savannah, this was their 9th Parade. Steve, who is our National Tech Chair, has run TechTactics at Parades for 5 years now, and Robin has been the Kid's Parade Chair for the last 5 years, finally passing the baton last year, but still helped as well as being on the Parade Photography staff. Son Ryan Hoffman won first place in the Radio Controlled car event this year.



Steve and Robin Hoffman



Stuck in the Mud!

Our Off-Road Experience at Parade

Article by Sue Kee

Photos by Sue Kee and Rachel Schwanitz

Off we went with 11 other SUV's to explore the J. W. Corbett Wildlife Management Area in Palm Beach with our local PCA guide, Randy, for the Parade Off-Road Experience. What an experience it turned out to be! I might mention that it had been rather stormy in Palm Beach prior to our drive. We started out on the trail all in a row, and Randy decided to show us how to drive our SUV's "off road" into what appeared to be a small puddle. Instantly he was stuck, and I mean STUCK. Thanks to the capable help of Ron Menck, a tow rope and his trusty new Cayenne, Randy was out and back on the trail. Gee that was fun!



If the water don't get you...

Next, we came to a fork in the road that was all flooded in the mud. Randy, forges ahead and successfully tackles the mud puddle. Next comes Scott Kee, with me by his side saying "Don't do it Scott, we'll get stuck!!" Not 5 seconds later we were up to our axels in mud and STUCK! Up comes Ron again and co-pilot daughter Natalie to the rescue. An hour later our Cayenne was still sinking deeper and deeper in the mud. Finally, we got out with the help of two Cayenne's pulling. I was ready to say "I told you so", but discretion being the better part of valor, decided to keep my pie hole shut. One other Cayenne successfully got itself stuck in the muck. That rescue wasn't any easier, but by then our rescue crew had some experience under their wheels. We discussed the event and decided the difference in performance might possibly be the tread of the tires. It was great that so many people jumped out of their cars in the heat and mud to help out. All in all, we all had a fun time and might have not seen just what a Cayenne can do under those circumstances if it weren't for the bravery of those "volunteer stuckees!" Needless to say a great time was had by all!



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Our First Parade Experience

Article and picture by Stan and Loretta Bowers

From the time it was first announced that Parade 2019 was going to be held in Boca Raton we began tossing around the idea of attending our first Parade. Our excitement grew as February 4, 2019 approached, registration day. On the appointed day we sat with our finger on the mouse, waiting for the clock to reach the start time, not wanting to miss getting our names on the list. We were successful in registering and making our accommodations at the Resort.

Phase I complete, now to plan what we wanted to sign up for in the Phase II registration. So much to choose from and not having been to Parade before, we were a little unsure of our choices to make. PCA provided a webinar just for people like us to help in making those decisions. We were able to sign up during Phase II for the following events: Pirelli Welcome Party, Michelin Autocross Dinner, Jungle Queen Dinner Cruise, The Resort Tour, The Wilson Private Collection Tour, and The Rev's Tour. After returning back home we also signed up for three volunteer shifts.

We arrived at Parade around 11 AM on Sunday and went through hotel and Parade check-in pretty seamlessly. They had the process down pat. Only hitch was, we skipped a couple of the signups, not knowing you had to check in for each event you registered for. We figured you checked in and received your name badge and you were good to go. Next time we'll know better.

Our first volunteer assignment was in the Parade information booth at 1 PM on Sunday. Fortunately, we got a good pass down from the couple we relieved. And, it turned out they were from a town across the river from where we lived in Virginia 17 years ago. The information booth staff had also provided a binder with information relative to the area and Parade events. The most often question asked, even though there were many signs indicating where, was "Where do I register?" That we could answer with no problem. The Welcome Dinner that evening was well attended and the food was good. All in all, the first day was a good start for us at our first Parade.

During the week we attended the events we signed up for and enjoyed them all, especially the Wilson Collection and the Rev's Institute. There were some beautiful cars in both collections. On the return from Naples we





encountered a typical South Florida thunder storm which really did a good job cleaning the car! An unexpected surprise at the Autocross Dinner was winning a \$1000 gift certificate from Xpel!

The Resort was a good choice for Parade. Being a Waldorf Astoria property, it lived up to their reputation. The property was well maintained and the buildings were typical

old Florida. Many of the events for general participation were on the property and easily accessible. The Mizner Conference Center was large enough to allow several events to be held at the same time in close proximity which made it easy for attendees to participate.

To sum up Parade for us, we had a great time and would certainly attend another.

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PORSCHE

Racing a Porsche Classic - The 914-6

Article by Gregg Frey, Dana Frey and Ron Zitza
Photos by Sue Kee

This year Parade celebrated the 50th Anniversary of the 914-6, where Gregg Frey proudly displayed his Blue Ribbon winning 914-6 there at the Parade Concours in Boca.

For Gregg, it all began in early 2004, when he was reading Autoweek and saw an ad for a silver, 914-6 GT. While attending a meeting in Sun River, OR, he chartered a plane to Puyallup, WA where this 914-6 was listed for sale. A beautiful flight by Mt. Hood and Mt. St. Helens ended in Puyallup, where Butch Dennison was selling the Porsche for a friend. (Butch is a multiple concours winner with Ferraris at Monterey.) Ralph Meaney initially started the car build-out. It was then campaigned in the Pacific Northwest with a 2.7 engine. After about an hour inspection, Gregg bought the car and arranged shipment to Pennsylvania. There the engine was prepared as 2.5 914-6 GT by Specialty Cars in Bethlehem, PA and the engine produced about 285 hp.



Blue Ribbon award winner...



...at the Parade Concours

After the purchase of a tow vehicle and Featherlite trailer, Gregg was off with his wife Dana as "pit crew" in 2006 to race in the HSR Mitty at Road Atlanta. The car had never been tested prior to the week's events and on test day the result was the inability to shift. Gregg searched the paddock and found Ron Zitza of Zotz Racing (specialists in Porsche race vehicles). Gregg recognized the Zotz name from when his dad, George, raced 356's with Harro Zitza back in the 60's and 70's. Coincidentally, Gregg was part of his dad George's crew at the same time Ron Zitza was part of his dad Harro's crew! Lucky for Gregg, Ron Zitza from Zotz was able to fix the transmission and help with the race pit crew duties. The car finished a good mid-pack in the enduro of about 70 cars.

Gregg saw that an arrangement of "arrive and drive" by Zotz Racing was going to be the best decision for this new racing hobby. So the car was towed to Orlando, FL by Ron and prepared for the next HSR race at Watkins Glen. That Father's Day weekend the car made its first podium! After that, off they went in October to Road Atlanta and the SVRA event. Now the car was a contender being gridded front row. Zotz Racing continued developing the car and improving Gregg's racing skills with coaching from Ron. After many races and in the years that followed, the car was one of the most competitive cars in SVRA and HSR events across the country.

In 2015, with Ron Zitza driving in the sprint race, the 914-6 won the Group 8 National Championship at COTA. Then in 2017, the co-drivers of Gregg and Ron won the Group 8 enduro SVRA National Championship.

This Porsche has been in the victory circle many times with Ron's coaching and co-driving with Gregg Frey. The most recent was September 7, 2019 at the SVRA Zippo weekend at Watkins Glen. That weekend Gregg and Ron co-driving, won the class and finished 3rd overall in the enduro and Gregg was able to drive to a 2nd and 3rd overall in the 2 sprint races. It continues to be a contender, competing with winning performances. Good Show!



No stranger to Victory Lane

Member Spotlight

Bruce & Cindy Hambidge

Bruce, Cindy and Jeffrey Hambidge, along with Lorrie Fitzgerald (aka Grandma/Cindy's Mom), moved to Viera in 2016. Cindy is a true native, born in Cape Canaveral Hospital, and raised in Rockledge. Bruce moved to Rockledge from Southington, CT with his family in 1980. We both graduated from Rockledge High School but never met until a couple of years later. We recently celebrated our 27th anniversary and our son Jeffrey just turned 26. Bruce works at Peraton, Inc. (formerly a division of Harris Corp.) in the same group he has worked with for 35 years. He is currently working with satellite command and control software as an integration and test engineer. Cindy has worked in Healthcare management for 25 years and is currently the practice administrator at Atlantic Orthopaedic Group.

Our love of sports cars and Porsches started many years ago. Bruce worked with a few people who owned 911s when he started his career at Software Technology at the age of 18. One of those generous gentlemen let Bruce drive his 911 for a short jaunt one day and Bruce was hooked. He has dreamed of owning a Porsche 911 ever since that day. Cindy inherited her love of all fast cars from her Father who liked to race and build racing engines in all kinds of muscle cars. The first car she bought was a Mazda RX-7 and she drove it just like her Daddy taught her... FAST.



We don't have a 911 (yet) but we love our 2010 Aqua Blue Boxster S which is our first Porsche. We bought her last year for our anniversary. We call her Lil' Blue and have had so much fun driving her to all kinds of events with the Porsche Club. Unfortunately, Bruce is no longer able to drive due to a serious eye condition which has rendered him legally blind, so he has never had the chance to drive Lil' Blue. So Cindy is the official chauffeur, which isn't so bad when you're driving or riding in a Porsche.

The first event we attended with the Club was the 50th Anniversary banquet at the Daytona

500 Club in 2018. That was a fantastic introduction to the Porsche club and all the wonderful people. We thoroughly enjoyed meeting everyone and were so excited to have the chance to have breakfast with, Porsche racing legend, Vic Elford the next morning.

We have been a part of so many activities and made many new friends that we never would have if it were not for the Porsche Club. We have really enjoyed all the Porsche Club activities that we have attended like trips to Bok Tower Gardens, Off the Hook restaurant and the lighthouse in Ponce Inlet, the Valiant Air Command Warbird Museum in Titusville and many more. The various charity events are also some of our favorite things to do, such as the charity event at the American Muscle Car Museum, the Charity Golf Tournament and the recent Charity Poker Run. We really appreciate associating with others who are so generously giving back to our community and those in need. In addition to all those great activities, Cindy has had a fantastic time tearing up the track in the autocrosses this year.

We are also happy to be able to contribute in some small ways to the leadership of the Club. Cindy as Safety and Insurance Chair and Bruce by managing the member name badges.

We are looking forward to many more years of Porsche fun and friends!

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Adventures of Wild Bill

Article and photos by Craig Barrie

It was Sunday, Day 2 of the DE at Sebring and a beautiful morning as the sun was coming up. My student arrived at the trailer on time to go over the day's activities. To my surprise he mentioned that at his hotel that morning there were cats under his car. I truly smiled and said, "okay". It was time for us to go on the track and do the warm-up session. So out we went completing 3 laps and when we returned back to the pit/trailer area with his S4 Porsche we heard MEOW MEOW MEOW MEOW. OMG, don't tell me there's

a cat in the car. No, not in the car but under the car. Looking under there was nothing but MEOW MEOW.....at this point we had a crowd to say the least. Eric Zitza, Nick Self, Ron Zitza, Marty Gilbert, Sue and Scott Kee, Carmen and Sue DeVito, Lynda Barrie and others investigating.

We jacked the front end up with 2 jacks and the MEOW was coming from inside the tray between the front wheels. There are 16 bolts holding that piece on so the 1st class crew went to work. The work was that of a racing pit stop, down the tray came and there he was. We didn't know male or female, and not a cat but a kitten maybe 4 weeks old. There is a small hole in that tray under the Porsche that he had climbed up into.

So.... let's review. NO HELMET, NO HANNS, NO HARNESS, NO POINT-BY just free riding. Out into turn 1, quick thru 2/3/4, 5 then down to the hair pin, backside of the track braking, turning, accelerating charging into Bishops Bend, hard rights 15 & 16, down the back straight into 17 under the bridge and down the front straight.....3



Ready for a ride

times yes 3 times! Then a crowd surrounding the Porsche as he was removed all cheering for him like he had won the race. BIG EYED but COOL as could be. I would venture to say he is the only kitten to do 3 laps at Sebring under a Porsche or even inside a Porsche!

In one day, he lost his family, did 3 laps at Sebring, met many drivers and ended his day in Malabar, Florida. He now lives at our home getting bigger every day and I was told he's signed up for instructors weekend to become an instructor...FAST KITTY!

His name now officially is Wild Bill Hickok, aka, Wild Bill, and continues to live up to his name.



Wild Bill



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Tech Spotlight

Cayman Oil Air Separator

Article and photos by Rob Van Name

This article shows how to remove and replace the Air Oil Separator (AOS) from a 2007 Base Cayman. For folks with a 911 I'm afraid the AOS replacement may require the engine to come out. The AOS operates to return oil that was mixed with air from the cam covers and return it to the crankcase. They have an internal diaphragm that can fail which results in heavy blue exhaust smoking. Sometimes the failed unit will squeal. You can test the operation of the AOS with the engine running by removing the oil filler cap. If there is a very strong vacuum being drawn the AOS has likely failed.

The AOS has two inlet pipes, one from each cam cover and a bottom hose where the oil returns to the crankcase. The steps are roughly as follows:

Remove the engine cover.

Loosen right rear wheel lug bolts.

Safely jack up and support the car and remove the right rear wheel.

Remove the tie wrap on the wiring harness near the right hand hose connection.

Squeeze the upper and right hand black plastic hose connections to separate the hoses from the AOS.

Here is a photo of the AOS upper left clip-on hose removed:



Lower right clip on hose removed. You will notice the clean spot on the wiring harness, that is where the tie wrap went/needs to be re-installed.



Here is a shot of the hose clamp loosened on the bottom hose:



I used a right angle long nose pliers.



The tool was about \$35 from Amazon.

Here is a shot of the stock AOS removed from the car:



If you are re-installing the stock AOS the installation is roughly the reverse order.

Before installing the AOS put a fresh tie wrap on the wiring harness near the bottom hose.

Get the bottom rubber hose on first.

Then attach the two clip on plastic hoses to AOS. It may be easier to do this after bolting the AOS to the block.

The tightening torque for the AOS fasteners is 90 in/lbs.

Re-install the wheel, lower the car and go for a test drive.

If you regularly track your 987 Porsche makes a large capacity Motor Sport AOS that can handle larger quantities of oily air and reduce exhaust smoking.

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On the re-install I'll be using a screw style hose clamp.

Remove the two E10 bolts that fasten the AOS to the block.

To remove the bottom hose clamp that attaches to the block I used this most excellent hose clamp tool:

Space Coast Classifieds

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Confessions of a Porsche Wife: Gorsuch Family Adventures

Article by Trina Gorsuch
Photos by Trina and Ryan Gorsuch

This August we had the opportunity to take our first family-of-three vacation. Where did we go? We went to PCA Parade 2019 in Boca Raton. It was beautiful, but more on that later! In prep for our trip we decided to trade our beloved Speed Yellow Boxster for a family friendly ride, a 2016 Porsche Cayenne in Carmine Red. We ordered it through a Porsche Dealership in Atlanta and it was our first experience purchasing a car sight unseen and having it delivered right to our driveway. I'm not going to lie, it was a little stressful. The 2-week wait for it to arrive was almost more than my husband could bear, but when it arrived on the back of the delivery truck, we were all so excited! It was Christmas in July!



It's been fun driving the Cayenne around with our 11-month old Summer riding along with us. Full confession - I probably drive it more than my husband and steal it from him often. Haha! It has a lot of fun bells and whistles that our Boxster did not have, like a Panoramic Roof, Back-Up Camera, Navigation, Heated and Cooled Seats, and built in window

screens which is so convenient to keep the sun out of our daughter's eyes in the back. Most important thing to Ryan and I is that we can now attend PCA events as a family. And it's a good thing we now have the room, because we are expecting Baby #2 in November! We have fully embraced the Porsche Family life. We even got a cool sign from the Porsche Melbourne for our back window that says, "Baby Not Bored" instead of "Baby on Board" and everyone seems to get a kick out of that when they see it.



In August, we packed our bags and headed to Boca in our 1 month new-to-us car. Packing with a baby is hard! I was almost embarrassed to arrive at the beautiful Waldorf Astoria and have the bellman help us unload. There was a parade of Porsches coming in with their tiny suitcases in their tiny front and back trunks and here we are with an SUV packed to the max with suitcases, pack n' play, strollers, diaper bags, and beach bags. Despite all the baggage, the staff were very nice and we were welcomed in to a grand entrance way that set the stage for the whole week. Huge PCA sign on the wall and lot of excitement as guests arrived for check-in.

It would be hard to share every experience from Porsche Parade week, but here are a few highlights. *The Concourse* - perfect weather, awesome display of pristine Porsches on all along the greenway. Summer got to drive a pink Porsche mini tractor, and it was so cute. *The Banquets* - The Welcome Banquet was packed and everyone wearing their best Miami Vice getup.



At the first formal banquet, Summer was recognized as a first-time Parade attendee and waved at the perfect time to over 700 people! Our favorite night was German night because of the food! Buffet-style with brats, cabbage, beer cheese, pretzels, and hot apple strudel with ice cream. Yum! One banquet we got a picture with The Michelin Man.



The SUV Off-Road Tour - A few braved some deep mud holes which caused a delay or two, but with group effort we all made it out safely. I won't say who was involved, but no surprise the Space Coast crew represented the trouble makers. *The Gimmick Rally* - There were 7 stops located all around Boca and Ft. Lauderdale and we made it to two. A destination theme, we enjoyed a stop at Premier Porsche Dealership and received Porsche gifts then the Butterfly Garden where butterflies flew all around us. Overall, we had an amazing time and love our Space Coast PCA Family.

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Peter Tyson grew up in Miami, Miami Shores specifically. It was a small and self sufficient village and a paradise for a kid who, from an early age, loved the water and fishing.



Peter Tyson and his 911SC

He also had an early interest in cars and at age two corrected his grandmother on his first of many visits to England when she pointed out a “big American car passing by, a Cadillac” and he said “No! It’s a Booick!” As time progressed, he attended the University of Miami as a pre-med student, and worked for EPA at their primate pesticide research lab nearby. Peter also skippered a 50’ Charter boat fishing off Miami Beach, having earned his USCG license at age 18. Needless to say, transportation was required and his Dad helped out with his

first car, a 1962 MGA 1600 Mk II coupe. It was a great winter car, but a steam bath in the summer! This car was followed by a multitude of European cars including Opels, Fiats, Capris, VW GTI’s, Alfas, until finally a Porsche 911SC coupe was purchased in Germany and became his daily driver, autocross, and DE car. Peter served on the board of Gold Coast PCA region for several years before moving to Vero Beach and joining Space Coast PCA.



In the pits at Sebring, 1985

Peter’s had a lot of experience skippering numerous sport fishing boats in commercial and private service and for the Bertram Factory, as well as fishing tournaments in the Bahamas, East and Gulf coasts and around the Caribbean. He began working in the specialized marine insurance field in 1977 focusing on the boats he knew and loved for the people he knew and respected. Ten years later this expanded to include aviation risks. Peter holds a Private Pilot’s Certificate with instrument and multi-engine ratings. His most recent airplane is a Piper Seneca. He’s on his second 997, a 997.2 Carrera S but still cherishes that first Porsche, which he still owns and drives, the 911SC coupe!

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Behind the Scenes Porsche 911 Dealer Training Event

Article and photos by Dylan Kotulis

Redesigning the most iconic car in history is no easy task for the engineers at Porsche. Lessons learned from our past must be utilized in our new car, yet it needs to lead the world for another generation in sophistication and technology. Long before the new car arrives in showrooms, the world will already know about the newest 911. It starts when the first spy photographs are taken. Then auto journalists are invited to ride and drive. They then share their thoughts with the world. Journalists tend to focus on how cars handle at the very limit, on racetracks and European mountain switchbacks. Luckily for Porsche, that means lots of praise and accolades. However, Porsche has much more to say about their greatest car than will ever be conveyed by lap times. I recently had the opportunity to attend the North American Dealer Launch for the new 911, and what I learned has changed the way I feel about this new 911, its legacy and the future of our company.

Conveying all that goes into building a new 911 takes time, it is a story with many chapters. Our first night at the event they treated us to an expo featuring every prior generation of the 911. They entertained us with a story told by an actor playing Ferdinand Porsche. He told about each beautiful 911's significance. A significance not only to us and the world, but to himself, the Porsche family and the company. It reminded me much of the Carousel of Progress at Disneyworld. We moved through time, growing, adapting, changing. At times Porsche was at the top of its game and we could do no wrong. At times the future looked bleak. We persevered.

Ironically, an American named Peter Schutz may have single handedly saved the 911. He was brought in to lead Porsche during its darkest days. The 911 was scheduled to cease production after 1981, and morale was low. Peter thought otherwise about plans for life without the quintessential Porsche. Peter famously looked at the soon to end 911 timeline on the wall of the production engineer's office, grabbed a marker and drew a new line, off the chart, on to the end of the wall. He dropped the marker, turned and said, "Make it happen." Many times in the Porsche's 50 year history, the future was unclear and fate seemed to dangle on a string.

911s were designed from the very beginning for simplistic durability. That bred respect, and admiration. We survived not only because of great engineering, but a passion grew among enthusiasts that no other car has known. Each



car on display that night is proudly owned by a member of the PCA, and without the Porsche Club, we also might not have a new 911 to celebrate. Throughout the night we learned more about how each model, starting with the 901 in 1963, contributed to the next car's design. At last, appearing from a thick, dark fog while Back in Black by AC/DC played, the new 911 emerged. Learning more would wait for early the next morning.



Porsche chose scenic Salt Lake City to host our Launch, with its great scenic mountain drives and proximity to the Utah Motorsports Campus for competitive evaluation and classes. For just three days, we were treated to what I describe as the best thing to ever be called work. We drive fast cars, eat like kings, and talk with some of the most knowledgeable people in the world when it involves Porsche.

The next time I would see the new 911, I was on the racetrack. The early morning sight of twenty brand new 911s waiting for us like fighter jets on a carrier deck was unforgettable. Porsche is proud to compare their cars to the competition. Along with the new 911s they brought another squadron of Mercedes-Benz AMG GTs, Jaguar F-Pace Type Rs, and the new BMW 8 Series. Driving these cars back to back in a controlled setting can really allow you to appreciate the unique differences that set our cars apart. Benefits to driving a 911 are found in the clean, uncluttered design. Our timeless shape belies the fact it was designed to benefit the driver first. It allows comfort, great visibility, and a driving position no other car could match. The improvements to the

powerplant and transmission were apparent, but I think I was most impressed by how great the suspension team did in making a car that is simultaneously better performing and more comfortable. Looking closely at competitors suggests most cars don't have any real design flaws, but rather different design choices. Perhaps the 911 isn't the perfect car for everyone, but it clearly shows that persistent research and development can make what was already the perfect car for many even better. True to our mission, Porsche strives to achieve maximum output with minimal input through intelligent performance. It shows with the new 911 and I'll never forget the rush I had driving it for the first time.

Our last day in Salt Lake City found us back to the classroom, delving deep into the future of our company and learning how to adapt to an ever-changing world. We learned about our path to electrification. Battery technology, charging infrastructure, and motors were topics of discussion. We aren't just preparing for another chapter in Porsche history, we are witnessing a paradigm shift. Everything we know about our cars is being questioned, even how the driver fits in to the picture. It seemed we were in another place and time compared to our hard charging track day. However, even the 911 will have to prepare for this new world. Already, the newest 911 has been engineered to allow for future models incorporating electric boost. Porsche plans suggest our showroom will be split evenly between traditional gas and electrified cars by 2025. We will persevere again. Porsche is positioning itself to lead the industry in the newest technologies. However, I am sure we will remain true to our core principles that have served us so well for so long. We demand it. What good would our proud name be without it?

I will continue to share the 911 story, the Porsche story, with you as we watch the future chapters unfold. We are all ambassadors for Porsche, and we all do our part when we share our passion with others. It is what has kept the 911 alive for over 50 years and what will allow it to continue, with a timeline always extending off the chart and down the wall.

KCR Driving Simulators

Article by Jurgen Schwanitz
Photos by Rachel Schwanitz

Driving simulators allow race teams to train their drivers and develop their cars for better performance.

Our Space Coast PCA members got the unique opportunity to be able to experience a pro level driving simulator at our recent simulator event right here in Sebastian, Florida.

Our gracious host Kyle Connery from KCR Simulators opened up the doors to his amazing facility where he designs and builds all simulators in-house. These are not your typical home driving simulators, instead these are commercial driving simulators actively used by several racing teams. The particular simulator we were able to sample, uses a real GT racing cab, cylindrical screen with 3 projectors and motion platform. The realism is amazing, you can really feel the road underneath the car, even when I drove into the gravel I could feel it.

We had a great turnout of about 50+ PCA members, and about 35 of those were able to drive the Sim. Due to time constraints we had to pick the Watkins Glenn short-track for all our "test drivers" but that did not spoil the fun. Everybody had a great time and experienced something that most people do not get to do.

Kyle's Simulator shop also had lots of racing memorabilia on display, considering he has been racing since childhood, starting with



Watching the "action"

pro carting, Pro Formula Mazda, F2000 and currently Sprint cars.

The event also featured a nice breakfast and lots of Porsche/PCA swag was handed out. At the end we had 2 awards for 1st and 2nd place. To set the pace Kyle set the fastest time of the day of 1.08, followed by Carmen Devito with a 1.12. Both of course were not part of the competition due to their track experience.

For more information check out KCR's website at www.kcrsimulators.com. Kyle also offers private driving lessons on the Sim, giving our PCA members a special discount.



In the zone



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Host Kyle Connery with Jurgen Schwanitz

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Drive and Dine Poker Run

Article by Robin Hoffman
Photos by Don Huggard and Robin Hoffman

August 17th was a beautiful sunny day, ideal for the 50 members who came out to explore an old citrus retail storefront and packaging warehouse. It was a beautiful location in a century old citrus grove with lots of safe parking! Perfect to drink coffee and nibble on the homemade strudel that Ed and Kara Springer had prepared! At 10AM we set off on our Poker Run picking up a total of 5 cards along the way. Steve "Wojo" Wojcicki expertly designed a route with only right turns keeping the parade of Porsches together! We had stops at the Enchanted Forest, Fort Christmas and F. Burton Smith Park and ended with a nice lunch at Kay's BBQ. Frank Watkins and his son, Keith took the top prize with a queen high straight!

This year's Poker Run honored 3 of our PCA members who have passed away with brain tumors: Genie Whitehead, Norma Peebles and Kirk Stowers. Robbie Whitehead spoke of the good research being done to battle brain cancer and together with his generous donation, we raised \$1800 for the ReMission Alliance Against Brain Tumors, the McKnight Foundation with the University of Florida. Hopefully, we have played a small part in curing this disease and preventing any more of our friends from falling victim to it. All in all it was a beautiful day, amazing cars and wonderful people! Thanks to everyone who attended, donated and helped make this event successful!



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Top winner Frank Watkins with Robin Hoffman



Awesome rides!

Start Your Engines the Right - No Make that the LEFT Way

Article by Dan Neil, *The Wall Street Journal*
Contributed by Greg Lukens

Newbie Porsche owners may experience brief disorientation. It could take a few mornings to get used to the German luxury-sport cars' ignition switch being to the left of the steering wheel, outboard of the driving position, not inboard like every other make of car in the known universe.

What's the deal there? Most Porsche drivers would probably tell you the story their dealers told them: The outboard-placed ignition keylock (now the Start/Stop switch) was a racing innovation. Up until 1970, the 24 Hours of Le Mans endurance race employed a running start, when competitors would sprint across the track, jump in their cars and roar away. The ignition switch on the left allowed a Porsche driver to start the car while shifting into gear and steering off.

As origin stories go, that's pretty good. It has the virtue of being plausible. You can see how the outboard switch might save a driver a couple of valuable seconds in a Le Mans-style start- and it serves the legend that everything about Porsche cars is honed by competitive motorsports, right down to the ignition switch. Porsche has legitimately owned endurance racing for the last half century, winning Le Mans a record 19 times. The switch merely provides an opportunity for a sales associate to expound upon the same.

But that's not quite how it went down. My source in this matter is unusually good. In August 2008 I drove the Porsche 356-001(1948), a tube-frame, mid-engine prototype built by Ferry Porsche – son of Ferdinand Porsche – during the company's postwar exile in Gmund, Austria. The Ur-Porsche's ignition switch, cannibalized from a VW, is indeed on the left of the cockpit; but as then-Porsche Museum curator and keeper of keys Klaus Bischof explained, its placement had nothing to do with racing. In this early Postwar period, when the company amounted to a mere handful of men hammering and welding in an old sawmill, electrical wire was scarce. Putting the switch on the left "saved a little bit of wire, a little bit of money." Mr. Bischof said, "and maybe 200 grams."

Also, contra the legend, the keyed switch sometimes accompanied by a start button, moved around in the early days. In the Gmund coupes (1948-51) the switch occupies the center of the dashboard- likely to be close to the fuse box. But in the Reutter-bodied 356 Cabriolet RHD (1951), the first Porsche successfully imported to the U.K., the ignition switch is in the outboard position (to the right in the RHD cars).

Another untidy fact is that many of the company's most famous sports-racers, including James Dean's ill-fated 550 Spyder (1955) and the 904/6 Carrera GTS (1965), have their key-switches inboard of the steering wheel. The outboard position hasn't always been canon law. It is now. Call it brand narrative, design DNA, Provenance, echt. If Porsche were to build a car with an inboard ignition switch now, enthusiasts' heads would explode in righteous, albeit misguided indignation.

Most probably see the left-side ignition as tribute to the motorsports legend Porsche became. I prefer to let it remind me of the sawmill days, when all that stood between Porsche and oblivion was a little length of wire.



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Autocross Event #4

Article by Ken Marshall

The 4th Space Coast PCA AutoX of the season was held on June 8th. Due to a scheduling conflict with the AMCM, the event had been rescheduled from its original date of April 27th and participation was down to a total of 33 drivers. The clockwise course featured 2 unique, modified Chicago Boxes down the back straight that proved very challenging, as an offset entry funneled into a tight right hand exit.



The morning dawned hot and muggy, with afternoon thunderstorms threatening to rain on our parade, however it turned out that our enemy was erratic timing equipment that intermittently malfunctioned, causing a 40 minute delay. As a workaround we cut the number of runs to 4 from our usual 5 and used our I-Phone stop watches for timing. They proved surprisingly accurate, within .01 to .02 seconds, as later confirmed when compared with the timing equipment as it thankfully began working again later that morning.



Cynthia Hambidge set the pace in the ladies' class, with a very nice 52.131, and that with a one cone penalty. Rachael Schwanitz was second with a clean 57.924 run.

Tommy Prusaski, out for only his second AX event, took the S6 class with a 55.5 second run followed by Tony Whalen with a 57.924. Steve Wojcicki, forever in the future identified here as "Wojo", laid down a fast 48.718 time for first place in the S7 class, that was also good for 8th overall, with Jimmy Strater running a 49.1 to capture the second spot in class and rounding out the top ten overall. Rick Rousseau took third place with a 50.4 time.



JT Weatherman took first place in the S9 class with a fast 47.766 that was also good for 6th place overall. Jonathon Krauser was second in class with a 54.993.

In S11 Robert Layman blistered the track with a super quick 46.068 run that was good not only for top time in class but 4th place overall. Kurt Goette ripped off a nice 48.983 run for second place and 9th overall, with Steve Brandon coming in 3rd with a 50.45.

Tom Kirk in his manual 2018 GT3 topped the podium in the S12 class with a 48.463 that was also good for 7th place overall, with Doug Dieruff in his beautiful yellow GT4, coming in 2nd in class.



Alone in the S14 class, Jurgen Schwanitz drove his Macan to a 55.278 time, and alone in P10 John Donlon knocked off a 55.039. Andrew Patterson took his silver Turbo to the top spot in P11 with a 51.5 time followed by followed by Glenn Matchett in second place with a 52.725.

In a battle of the beasts, Bruce Kraemer wheeled his big Panamera to an amazing 51.5 run followed by Brian Lally's Panamera with a 55.835. These cars and drivers never cease to amaze with their ability to lay down a remarkably fast run. Great driving guys, you are always fun to watch!



In P16 Tim Marshall, in his silver streak 2009 Cayman S laid down a blazing 44.522 that

was good not only for tops in class but 2nd overall. Second in the P16 class was Barry Sloan in his hot looking Cayman S with a 54.8 time.

Rick Baz ran uncontested in the M5 class and proceeded to lay down a smoking 45.778 time that was good for 3rd place overall.



In the FUN class Ken Marshall took FTOD with a 44.039, and Carmen DeVito, still driving wife Sue's stock Boxster, knocked off a fast 47.234 to take the 5th spot overall. Also, in the FUN class was AMCM Ops Manager Ed Dedick's son, Dawson, who wheeled his bright orange Challenger to a very impressive 55.379 in his first ever AutoX event. Nice driving Dawson. Dawson was thrilled that the PCA members treated him so kindly and were so encouraging. His time continued to improve with each run.



That wraps up our AX events for this part of the season as we enter our summer break. Events resume with AX #5 in September, number 6 on October 5, followed by our annual Corvette Challenge event on October 19th. Thanks again to our gracious host, AMCM owner Mark Pieloch, and staff, and our sponsor Shay Rowe at Porsche Melbourne, for a great first half of the season. Have a safe, fun summer! See you in the fall!



My 2016 Porsche GT4 Club Sport

Article by Tom Kirk
Photo by Alec Connors

In 2016 Porsche finally put a Carrera S engine in the mid-engine Cayman and Boxster and created what we know and love as the Cayman GT4 and Boxster Spyder. These cars came with the 3.8 liter, naturally aspirated, 385 horsepower, flat six engine coupled with a six-speed manual transmission. The fact that they are now selling used at prices above their original MSRP speaks to their prowess and popularity. I was fortunate to own a GT4 a few years back and loved it!

The 2016 GT4 served as the platform upon which Porsche create a new line of factory prepared race cars, called the GT4 Club Sport. In an effort to make them more affordable than a 911 Cup Car (Porsche's other line of factory prepared race cars in addition to their RSR) Porsche used the same 3.8 liter Carrera S engine from the street going GT4 in the track only GT4 Club Sport, producing the same 385 hp as the street engine, instead of the 450+ hp they get from the same 3.8 liter displacement in a Cup Car engine. This helped reduce both the acquisition and maintenance costs of the engine when compared to that of a Cup Car. Everything else about the GT4 Club Sport is full factory race car: roll cage; race harnesses, race seats, fire suppressant system, race suspension (springs, shocks, wheels and tires), race brakes, fuel cell, race calibrated PDK transmission, etc.

I decided I wanted to own and drive a 2016 GT4 Club Sport. My previous track dedicated cars have been air cooled Porsche 911s that were converted from street cars. Getting a GT4 Club Sport would mean buying a car optimized by Porsche for the track, instead the adding and subtracting of components that happens when you convert a street car for track dedicated duty.

With the expert help of Ron Zitza of Zotz Racing we were able to find an unmolested example of a GT4 Club Sport. More and more used GT4 Club Sports are becoming available for sale now that the 718 version is available for those who want the latest and greatest. Most of the 2016 models have been raced, and many have been wrecked and repaired. Ron travelled to South Florida to personally inspect the car we found to be certain it was as advertised. It was, so I bought it. Thanks Ron!

Holy Moley! This car is so different to drive than my last track car. Their only similarity is they are both Porsches. My previous car was a 1995 type 993 911 with no power steering, power brakes, ABS or traction control. My new car is mid-engine Cayman with power steering, power brakes, ABS and traction control. It has a fuel injected water-cooled engine and a six-speed PDK transmission. The new car has been slightly modified with an improved exhaust system and a tune giving it about 420 hp and triple adjustable shocks for better handling.

As of this writing, I have driven my GT4 Club Sport at two Chin HPDE events: Road Atlanta and most recently at Watkins Glen. What a car! I am listening to what the car it telling me about how fast I can take a corner or how hard I can brake, but it is like it is speaking to me in a foreign language. The same rules of physics apply as they have before, but how they are absorbed by the car and communicated to me through the steering wheel, gas and brake pedals and the seat of my pants is very different. Even though it had been two years since I had driven at Watkins Glen and this was the first time driving my



GT4 Club Sport there, I was able to achieve a personal fastest lap on my second day, two seconds faster than I ever drove my 993 there. This testifies to the significant capability of the GT4 Club Sport and the race pedigree and intelligent engineering Porsche has built into the car.

I look forward to enjoying many fun and rewarding days at the track with this fabulous car. Hope to see some of you there!

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- Oct 25-27** OktoberFast Club Racing, DE & Autocross @ Daytona
- Nov 2** Space Coast Annual Oktoberfest, Concours & BBQ @ F. Burton Smith, 9 am
- Nov 3** Kaffeeklatsch @ Avenues of Viera – Bold Cup, 9 am
- Nov 8-10** Sunrise to Sunset Rally starting at Porsche Melbourne
- Nov 10** Kaffeeklatsch @ Vero Panera, 9 am
- Nov 17** Kaffeeklatsch @ Daytona Panera, 9 am
- Nov 22-24** Suncoast DE Instructor Training & DE @ Sebring
- Nov 30** Space Coast Holiday Party @ Eau Gallie Yacht Club, 6 pm
- Dec 7** Kaffeeklatsch @ Avenues of Viera – Bold Cup, 9 am
- Dec 15** Kaffeeklatsch @ Vero Panera, 9 am
- Dec 22** Kaffeeklatsch @ Daytona Panera, 9 am
- Jan 2-12** Mecum Auto Auction @ Kissimmee
- Jan 4** Drive to the Roar Before, Lowes, 9 am
- Jan 4-5** Roar Before the Rolex 24 Testing @ Daytona International Speedway
- Jan 11** Drive to Zotz Racing @ Melbourne Lowes, 7:30 am
- Jan 11** DE Tech Session for beginner & Advanced @ Zotz Racing, Orlando, FL, 9 am
- Jan 24-26** Rolex 24 Hospitality Tent @ Daytona International Speedway
- Jan 25** Drive to the 58th Rolex 24, Lowes, 9 am
- Feb 1-2** 48 Hours at Sebring Club Races & DE @ Sebring International Raceway
- Feb 15** Drive to Windsor, PM
- Feb 15** Porsches and Polo at Windsor
- March 6** Werks Reunion 2018 @ Amelia Island
- March 6-8** Amelia Island Concours

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